









## DR. CANTLIE ON HONGKONG.

In Vol. I. of the "British Empire Series," published by Messrs. Keegan Paul, Trench, Trubner & Co., Ltd., of London, appears an interesting article by Dr. James Cantlie on Hongkong. During his residence in the Colony, Dr. Cantlie took an active interest in all that made for the betterment of the social, civil, and sanitary life of its inhabitants. Expressions of his views upon these aspects he was by no means backward in giving while he was amongst us; concrete results of his strong advocacy of necessary reform and advancement in the sanitary administration of Hongkong he has left behind him, but no excuse is required for quoting this retrospective utterance of his, for the shortcomings and deficiencies which as a resident he endeavored to rectify are still with us in a greater or lesser degree, and, in fact, his words acquire an additional weight when we consider that he writes in England, dispassionately and calmly viewing from the other side of the world our life here, and drawing his conclusions with an unbiased mind. On Dr. Cantlie's brief historical description of Hongkong we need not touch. It is written with verve, and painstaking as to facts and dates. More interesting to the dweller in the Colony are the author's opinions upon general matters.

Dealing with the personnel of the Legislative Council, Dr. Cantlie returns to the attack in characteristic fashion. In this connection he says:

"It will seem that the official element outnumbered the unofficial, and the sop to the public, that they are represented on the Legislative Council, is a pure fiasco. When one elects to reside in a Crown colony one must be content to resign all rights of citizenship and be content to be ruled by a system of bureaucracy, which may be admirable, but it is one against which the British elector is inclined to revolt. The spectacle of all the officials voting one way, and all the unofficials the other, with the official majority assured by their number on the Council, is one calculated to provoke derision, and to a people with less forbearance than the British, not unlikely to cause disturbance. What is demanded in honour to the self-respect of the community is that whilst Imperial matters are dealt with by the nominees of the Crown, municipal matters should be left to the control and direction of those who subscribe the money for municipal work. The residents in Crown colonies are recruited, with but few exceptions, from the middle classes, and are surely as well qualified to manage the municipal affairs of their place of adoption as are the representatives of the working classes at home."

On the subject of the Sanitary Board, Dr. Cantlie is similarly outspoken. No apology is needed for quoting him in extenso:

"So as to perpetuate the burlesque of pretending to govern by popular methods, we find in Hongkong a Sanitary Board. The concession to the Board of a majority of unofficials was rendered completely futile by withholding all executive power from the Board. It is merely a deliberative body, with power to recommend to the Council. The elector, trained in Britain to believe that he is entitled to a 'say' in the affairs of the Crown colony in which he takes up his residence, will be woefully disappointed. He must politically throw himself back to ante-Magna-Charta days; he must be content to lay aside all the freedom his forefathers fought for, and submit to a régime of autocratic rule paralleled only by political life in Russia. Nay, more than this, he must expect to find himself made a burlesque of, inasmuch as he is given a vote which has no influence, and a voice in public matters which has all the machinery of Government against it and fit to render it abortive. A wise autocracy is perhaps the ideal form of government, but it is one British subjects have been trained to look at askance, and it is a little difficult to recur to a system which for well-nigh a thousand years has found no favour in Great Britain."

In his remarks concerning the policing of the Colony, our author says there is a divided opinion as to the expediency of leading the expenditure with Chinese prisoners of all sorts. "The goal does not present to the Chinaman the 'hogle' it is to most Europeans. The corollary, condemnation to incessant labour, and on a starvation diet, finds within the precincts of the goal rest and food and does not resent his incarceration as a rule."

For the British manufacturer-exporter, Dr. Cantlie has, as we should have expected from such a keen Colonial observer, a word in season. It is not for want of warnings that the home manufacturer has allowed himself to be ousted from, or never been permitted to enter, the huge market fields of the East by his more successful American rival and by the more adaptable German. Wide-awake British Councils keep on writing appeals to our merchants to adapt themselves to the needs of their foreign customers; their walls are smothered in Blue-books; hard-headed business men who see with dismay trade slipping through British fingers join in the chorus, but Lombard Street heareth not. Oh, for a Halliburton, a Sam Slick, to spur them out of their phlegmatic lethargy! Dr. Cantlie says:

"The British manufacturer is, again, so conservative, so obtuse, that he will not let his cloth according to his customer, but will endeavour to dictate to the natives what they ought to buy. In other words, he will not allow his looms to suit his customers, but will send out for sale goods in such a form and of such a quality, that it is impossible to get a market for. Take an example: in Corea all merchandise is carried on men's backs, on peculiarly arranged 'saddles'; of course a man is capable of bearing a burden of only a certain weight and form, and before British-made goods can be transported to the interior it is necessary to unpack the goods, cut them up, and adapt them

to the means of carriage. The British merchant declines to acquiesce in the matter, and plainly tells the Koreans that if they do not take them as they find them they can go without. Not so the German, not so the Japanese; with an acuteness which is highly commendable they prepare their goods in a 'packable' form, and naturally obtain the custom. Practically they have got a hold on the commerce of this and many other countries by the obstinacy of the British merchant, and especially the manufacturer. As in Corea, so in many countries, even in the British colonies themselves, Germans and Japanese are ousting the British, and one cannot help thinking that the incursion is well deserved. The Germans believe that the days of the commercial traveller are not numbered, the British seem to think they are. Consequently the German finds, as he travels with his sample-book beneath his arm, that people will deal with him rather than with their own countrymen, who have appeared to have given up commercial travelling, and rely on the telegraph as a means of communication between manufacturer and merchant. The bitterness of the lesson has not yet come home to people in the British Isles, but it will, and must come, and the starving millions of Lancashire will rue the day they neglected the evident lessons set them to learn. The goods sent possess neither the shape nor colour wanted by people who know their own minds, and whose customs and habits are not to be altered because a Lancashire proprietor has put up a mill which will produce articles they do not want."

We have touched on only a few of the matters with which Dr. Cantlie deals in his comprehensive article. He writes informatively of the Colony's trade, its docks and banks, its merchants and manufacturers, public buildings and institutions, its climate and its defences. It is only in the nature of things that he should conclude by taking a peep into the future. Dr. Cantlie, it may be mentioned, foretold the annexation of the Kowloon Hinterland and the seizure of a northern base in China. The immediate future of China, he says, is of great importance to the welfare of Britain.

"The British 'sphere of action' must be defined, and not only defined but pegged out and defended. The region of China lying between the Yangtze valley to the north and the Pearl (Canton) river to the south must be guarded, from the sea to the confines of Burma and Tibet, if Britain is to claim her fair share of influence and trade in China. There must be no delay in the declaration of this 'policy.' The French from the south and the Russians from the north will attempt, not openly but stealthily, to 'straddle' the Yangtze and join hands to bar the British advance from Burma; and Hankow or Ichang will become the future 'Fushoda' of China."

The recent seizures by Britain and Germany have no doubt taught the Russians a lesson, continues Dr. Cantlie, and henceforth the Russian advance will be more stealthily still until the time comes for the great coup d'état, namely, the disbandment of the Imperial Maritime Customs Service of China. The more distant future depends upon whether the Russian can amalgamate with his fellow Mongolian the Chinaman. Assimilation, Dr. Cantlie thinks, is impossible unless the Chinaman can be persuaded to stop shaving his head and abandon his queue. That the Chinese are to be enslaved is not his belief; that they are to be conquered by the Russians seems to him an absurdity. "Were the Chinese not to listen to their Japanese and British counsellors, and not to work to train their soldiers, it is not China that would be conquered but Russia, and the empire of many men, who have seen the Chinese fight under European leaders, bear out the statement that the world might belong to the Chinese, did they but know how to organise their latent strength."

## PRINCE TUAN AND TUNG FU-HSIANG.

From a belated copy of the N.C. Daily News of the 28th ult. we take the following:—Readers of this paper will perhaps remember seeing in these columns several paragraphs over three months ago having reference to the movements of the notorious Prince Tuan and his lieutenant Tzu-hsing. They were reported to be busy at that time in organising an invasion from Mongolia and Shensi, respectively, into Shansi province, with the intention of capturing the provincial capital Taiyuan and using that wealthy and strong city as a base for raids into Chihli, the capture of Peking, and either the extermination of foreigners or their banishment from the North of China. Further, that the Prince with a horde of Mongols had then already passed Ninghsia, a city on the northernmost confines of Kansu and bordering the country of the Alahan, or Mongols, marching eastwards for an opening in the Great Wall so as to descend southwards into Shansi territory. This had been vehemently denied by both Shensi and Shansi officials and, for a couple of months, there seemed to have been no movement either in Kansu or Mongolia. News has now been received by some of the local native papers confirming our news of several months ago, with the addition that Prince Tuan and Tung Fu-hsiang have been energetically buying up all the ponies available in that part of Mongolia for their projected work of revenge against the foreigners; and the native papers have it that horse-dealers who annually supply the southern markets were unable this summer to make their usual purchases. In further confirmation of the news of this activity of Tuan and Tung, a Lanchow, Kansu, correspondent reports that not only have all the best mobs in Mongolia, north of Kansu and Shensi provinces, been bought up, whilst Prince Tuan by his influence furnished the extra modern arms and ammunition required to arm the 100,000 additional Mongol and Kansu levies that have joined their standard. But in addition to Tung Fu-hsiang, a Mongol Prince (of Alahan) has also come forward with half a million taels and 20,000 horsemen to back up the enterprise. Strange to say, all these movements have now sprung into activity with the eastward movement of the Empress Dowager.

## BUILDING AGAINST EARTHQUAKE IN THE PHILIPPINES.

[FROM A CORRESPONDENT.]

Manila, 24th October. It does not take a lifetime to learn Manila, but longer than Americans have been here; and many residents who hear it said, and hope it is true, that the new sovereignty is carrying the islands in a few years from the seventeenth to the twentieth century, read the building laws framed for the city with no little tropicoidation. The lawmakers in their wisdom and with manifest intent to make the city attractive and symmetrical, and to minimise fire risks, have designated zones of building called respectively the District of Strong Materials and the District of Light Materials. With the purpose of this plan no fault is found. The native likes pretty effects, and may be counted as quite ready to approve laws shipped to that end and for safety. But when lawgivers presume to set aside affairs of nature with as little consideration for things past as they reform things traceable to man, even the credulous and confiding native shakes his head. While not wishing at all for such earthquakes as many have witnessed and of which all know, old residents wonder if nothing short of that calamity can curb American assurance. It is a safe prediction that until such a convulsion shall pass harmless over the modernised city, the law's permission to build four stories into the air will not tempt natives to trust themselves asleep in any landing of more than half that height.

Commotions which would disturb people not accustomed to involuntary rocking occur so frequently as to pass almost unnoticed. A newcomer beyond the cradling age is very likely to be awakened by the sway of the bed, first lengthwise and then across, and the timid frequently experience a feeling not unlike seasickness. Among the phenomena observed at a recent visitation, a local newspaper mentions this:—There were three distinct shocks, each of about three and one-half seconds duration. A party of clerks in a certain part of the city was playing poker when the first shock arrived. It scattered the chips all over the table, the result of which was that the boys who had been losing had huge stacks of blues and reds tipped over their way and the winners saw their piles disappear in an instant."

Three and one-half seconds may not seem long even when multiplied by three, but testimony to the contrary could readily be gathered in a community exposed to an earthquake for that period. The travel of dreams is not faster than that experienced by the mind alert at such a time. A resident in whom the imprint of fear was laid in his boyhood, in 1883, and whom the first tremor always rouses, no matter how soundly he may be sleeping, tells of an incident of last Spring, to illustrate the slowness of time. He awoke at once as usual. On leaving the bed he struck a light, and looked at his watch, which lay open on the table. A bookcase in the room had creaked out of plumb. He gathered a wad of paper and righted that furniture by lifting one of its legs and stuffing the paper under. Then he went to the window. Under a lamp outside stood an American police officer, to whom the resident remarked that the shock was rather severe. "Yes," the officer answered, reaching for his watch, "and it is a long one too." The resident walked back to the table, got his own watch, returned with it to the window. Motion ceased while he stood there, 15 seconds after he had first looked at his watch. As the official report gave that time as the duration of the shock, the resident had evidently started from bed at the instant of the first motion. He says he was not conscious of special haste in the things he did while the shock lasted.

At the Weather Bureau there is a pillar of stone sunk 10 feet into the ground, cemented as firmly as if it had grown there. It rises through the building wholly clear of the floors or framework, so that nothing can affect it except the earth itself. A wooden cylinder, like a thick pipe, is secured to the face of the pillar. Within the cylinder hangs a pendulum, with moves only with the pillar. By a lens arrangement at the bottom of the cylinder, one may watch the swing of the pendulum. It is always in motion. The degree and rapidity with which it moves vary, but it has never been known to be quiet. That is an index of what is happening to this island. A strong wind striking any part of the coast will set it in vibration and the furious storms that attack the island make it rock as if it might be blown from its anchorage. This motion might not be perceptible to the physical senses even if the people did not have enough other troubles without it at such times, but the Weather Bureau pendulum tells the story over and again of a foundation that may be safe but is certainly not firm. In earthquakes, the pendulum catches fresh spasms of activity, describing every motion to which this part of Luzon is subjected. The simplest office it performs is to prove that the island is never at rest, and to warn the inhabitants that they should take that fact into serious account in building upon it.

Such data as are furnished by the earthquake record that has been kept and the continual perturbation of the earth's surface in this region, fail unhappily to point to the slightest prospect that disaster from earthquake will cease. There is no way of reckoning with it. The common tremors are matters for merriment, but those who have seen the climax of these warnings find them far from jocose. Probably every generation has had at least one such experience, although accounts of most of them are meagre and have been handed down in fragmentary shape. Seven of the visitations were so violent as to have survived in story and incomplete writing, and there have been three additional in the last 50 years of which it is possible to hear from actual witnesses. Workmen are now busy tearing down the ruined walls of a Jesuit

church in this city which an earthquake destroyed in 1852. The walls are of solid masonry, ten feet thick at the base and tapering to not less than four feet at the highest portion yet standing. There was a university building in the rear of the church, which was utterly ruined, only the foundations remaining after a shock of less than one minute. The debris of the university disappeared years ago, probably for paving or new foundation work, such being the purposes for which the church walls are now coming down.

The new building law presupposes that corrugated iron roofs, dove-tailed joints, broad foundations, truncated corners and strong framework protected by masonry will keep earthquakes, as well as typhoons, outside the danger line. It provides that in the District of Strong Materials all buildings shall be of stone, brick, iron, steel, or substantial wood of approved kind and quality, and it prohibits the use within that district of nipa, bamboo and other light materials. In that district also no permit is to be granted for the material alteration or repair of buildings of light material now standing. Such buildings must be removed from the walled city and two of the wards by January next, from certain other wards by next July, and from all parts of the district by one year from next January. A permit is to be required for all repairs in this district, based upon an application in writing, with plans and specifications attached. Specifications for new buildings must be minute. Owners must construct sidewalks and keep them in order. Building materials shall conform to legal trade and manufacturing standards and only the best lime-mortar may be used, with such proportion of sand as to insure cohesion and elasticity and with a mixture of cement, if it is to be exposed to the action of water. The maximum safe bearing capacity of the soil is estimated at twenty tons to the square metre, and foundations must be proportioned to that pressure, and must reach a depth of 50 centimetres below the general surface of the ground.

In composite buildings of masonry and framework, the uprights of the frame work shall extend into the foundation piers not less than 50 centimetres, but not through them. No wooden pile or timber foundation shall be permitted above the lowest level of seepage water. Outside masonry walls without framework shall have a minimum thickness of one-sixth of their height and masonry partition walls without framework shall be less than 30 centimetres thick. No main wall shall be of greater length than twice its height without partition walls for support. Only in places of worship may masonry walls without framework be more than one story in height, but composite walls of masonry and framework may be four stories high, with a wall thickness of 80 centimetres at the first story, 60 at the second, 40 at the third and 20 at the fourth. Three-story buildings must start with walls 60 centimetres thick, two-story buildings with 40 centimetres and one-story buildings of that construction must have walls 20 centimetres thick. Framework of buildings of more than one story shall be so designed and braced as to support the roof independently of the masonry filling, and to withstand a wind pressure of 200 kilometres per hour against roof and sides. No story may be built of less than three metres or more than five metres high. Floors in tenements, dwellings, apartment-houses or hotels shall be of sufficient strength to support an imposed weight of 340 kilograms per square metre. Joists shall be connected by cross bridges at intervals of every five metres of length and joists and beams shall be secured to walls and to each other by iron anchors and straps, so that there shall be a tie running from wall to wall across the entire building at intervals not to exceed three metres. Openings more than two and one-half metres in width shall be spanned by a steel girder or properly designed arch. Lintels or girders shall not rest directly upon brickwork but upon bedplates of cast iron or granite. Framework of buildings, when not filled with masonry, shall have sufficient stability to resist a wind of 200 kilometres an hour against the area of roof and sides.

Roofs shall be of galvanised iron, tile, or similar non-combustible material. Roof-trusses shall be of steel or substantial timber, constructed so as to support, in addition to their own weight, a uniform load of 185 kilograms per square metre over the entire roof surface, and to resist a wind of 200 kilometres per hour against an area equal to the vertical projection of the entire roof. All roofs shall be securely anchored to the supporting walls or timbers through their trusses or rafters. Steel trusses of more than ten metres span shall be constructed to allow for changes of temperature and the clear span of wooden roof trusses shall not exceed twelve and one-half metres. There is provision for buildings in interior courts, which must have a clear space of six metres around them and not exceed six metres in height. No sheds or stables shall exceed six metres in height or be constructed on the street front. Kitchen chimneys must be of sheet iron, with conical spark arresters; they must be supported by iron-work and reach at least one metre above the leaves of any building within a distance of ten metres; they shall be at least 20 centimetres from any woodwork; at the point of leaving the building, the intervening space shall be filled by sheet iron or brick; and all chimneys shall pass through the roof and no opening for

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may be made in the walls. Smokestacks shall not be of brick or masonry for a greater height than 14 metres. If higher they must be of steel, carry spark arresters, be secured to withstand a wind of 200 kilometres per hour at least five metres above any building within a distance of 50 metres and be at least one metre from any woodwork. The law goes into detail as to theatres, meeting or amusement halls, factories, and the classification and inspection of steam boilers. There is thus no reason why Manila should be shaken, burned, or blown down if a circumstantial law can hedge it with safety. The authorities seem to fear storm or fire more than earthquake. Why fire is not common can be explained only by reference to the fortune that guards the rockless, for men, women and children smoke, throw lighted matches broadcast among the easiest tinder, and nearly always there is breeze enough to fan a flame. Protection against high wind is a necessity in comfortable existence here. But when the earth, content usually with mildly swaying its bulk, comes into the open for a show of power, it leaves no doubt that it can use its giant strength like a giant. The building law will not get its supreme test until that challenger shall try conclusions with it.

## POLICE COURT.

Tuesday, 5th November.

BEFORE MR. F. A. HAZELAND, POLICE MAGISTRATE.

AN EXPLOSIVE MISDEMEANOR.

On the evening of the 2nd ult. a fisherman and his sister and nephew were fishing from two sampans near their junk, which was anchored off Ah Chan island, when five natives roved up in two boats and seized the fish that had been caught. Before taking their departure one of them threw in the direction of the two sampans a missile which exploded in the air and injured the fisherman and his nephew. They were sent to the hospital by the police, and were able yesterday to give evidence against the five men, who had meanwhile been arrested.

The evidence of the sister was also taken, after which the hearing was adjourned.

THE WOMAN WHO WAS ARRESTED ON THE 28th ult. on a charge of attempting to poison a family at Tai Shan village, New Territory (an occurrence which was reported in our columns at the time), was formally brought up and remanded till Wednesday, 13th inst., at ten o'clock.

BEFORE MR. J. H. KEMP, ACTING POLICE MAGISTRATE.

"GOOD MORNING, YOUR HONOUR." Daniel Joseph Murphy, late chief mate of the steamer Tai On, and now employed in a similar capacity on a Chinese-owned steamer, was charged with assaulting his wife, a Portuguese woman, in their house at 10, Centre Street, West Point, on Sunday night. The defendant is a big, heavily-built man nearly six feet high, and his wife is a little woman not much over five feet.

His Worship—How do you plead—guilty or not guilty?

The defendant, who appeared to be in liquor, stuck his hands into his trouser-pockets and started up and down in front of the dock. "Yes," he said, "I plead guilty to striking my wife, but under the most provoking circumstances. She called me everything she could lay her tongue to."

The complainant, who had both eyes blackened and looked generally used up, was put into the witness-box by Mr. P. W. Goldring, solicitor, who appeared on her behalf.

His Worship—Perhaps you might state the case for your client.

Mr. Goldring said the defendant left the Tai On to take up a berth on a new ship running between Swatow and Hongkong. On Saturday night he went out and returned home some time later with three bottles of whisky, which he proceeded to consume. A Chinese comrade belonging to the ship the defendant was going to join came to see him on Sunday afternoon, and accompanied by the wife, the defendant went over to see the ship at Kowloon. He kept the complainant waiting until half-past six, and then brought her back to the Hongkong side of the water. He left her again and went on board the Tai On, where he remained for a considerable time. He was very much the worse for liquor when he returned, and on reaching home he began to abuse the complainant, and beat her in a brutal manner. She bore it till two o'clock in the morning, and then she went out and called a constable. The officer went upstairs with her and tried to make peace between the parties. He went away about three o'clock, and as soon as he had gone the defendant became more abusive than ever. He first of all looked at the doors and shut the windows, then he threw the complainant on the floor, pulled her hair out, and kicked her. He also threatened her with a knife. At half-past eight the Chinese comrade called at the house, and seeing the state in which the complainant was and the general disorder prevailing, remonstrated with the defendant, who became rather frightened. The complainant begged the Chinese man to take her husband away, and before going to the defendant asked the comrade to say nothing about the matter, and threatened his wife that if she left the house while he was away he would kill her. After he had gone the complainant went to the Police Station and took out a summons against her husband. The defendant had beaten the complainant several times since their marriage in March last.

His Worship—Do you press for a penalty? Mr. Goldring—I certainly do, and I would also ask that the defendant be bound over in a large sum of money to keep the peace. This is Dr. Atkinson's certificate as to the injuries to the complainant. (Certificate produced.)

His Worship (to defendant)—You have heard what the complainant's solicitor has said. Have you anything further to say? Defendant (who was about to promenade the Court again, but was pulled back by a constable)—There's a lot of what the solicitor said incorrect. I plead guilty to striking my wife, but under the most provoking circumstances. I could not help it (throwing up his hands). I never did anything wrong.

His Worship—You will be fined \$25, and bound over in a personal bond of \$200 to keep the peace for six months.

Defendant (to complainant)—I have no money. Pay that fine of \$25 for me, and have no more to say. You have \$170 belonging to

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me. Now then, hurry up. Good morning, Your Honour.

LEONARDO GUSANO, a clerk, was summoned by Inspector Collett for that he, having on 21st August bound himself over in the sum of \$100 to keep the peace for six months, was on the 4th inst. convicted of fighting and creating a disturbance in the public street.

Mr. E. J. Grist appeared on behalf of Gusano, but offered no defence.

His Worship ordered the defendant's recognisances to be forfeited, but mitigated the forfeiture to \$25, with the alternative of six weeks' hard labour. Gusano was again bound over in \$100 to keep the peace for six months.

THEY ON THE "EMPERESS OF INDIA." Sui Chuk was caught stealing from a drawer in a cabin on board the Empress of India on Monday. He was making the best use of his time whilst the occupier of the cabin, Captain O. P. Marshall, R.N.R., was absent, and the stolen articles found in his possession made quite a lengthy list. There were four \$10 notes, one \$5 note, two \$10 (gold) pieces, fifty-five cents in Japanese money, one dollar in Canadian money, one sixpence, ninety-five cents in silver and copper money, one cigarette case, one silver match-box, and one rope measure.

The defendant admitted his guilt, and as there were three previous convictions against him, he was sent to prison for four months, with hard labour.

## LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer Kiautschow left Kobe via Nagasaki and Shanghai on the 4th inst., p.m., and may be expected here on or about the 12th inst.

The N.P. steamer Clavering sailed from Port Arthur for Hongkong on the 3rd inst.

The C.P.R. steamer Albatross arrived at Yokohama at 6.30 a.m., on the 5th inst., and left again at 2 p.m., same day, for Kobe.

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## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong A, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf A, together with the number denoting the section.

1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Blakely Pier.

3. From Blakely Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	COROMANDEL	Brit. str.	2 m.	P. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 9th inst. at Noon.
LONDON	NESTOR	Brit. str.	2 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 12th inst.
LONDON VIA MARSEILLES	SOCOTRA	Brit. str.	2 m.	G. W. Babot, R.N.R.	P. & O. S. N. Co.	On 16th inst. at Noon.
LONDON	MACHAON	Brit. str.	2 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 26th inst.
LONDON	ACHILLES	Brit. str.	2 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 10th December.
LONDON	GLAUCUS	Brit. str.	2 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 24th December.
LONDON	PELUS	Brit. str.	2 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 7th January.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 15th January.
LIVERPOOL DIRECT	IXION	Brit. str.	2 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 15th January.
LIVERPOOL DIRECT	PATROCLOS	Brit. str.	2 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 15th January.
MAISELLES & LONDON, &c., v. SINGAPORE, &c.	KAMAKURA MARU	Jap. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	On 15th inst. at Daylight.
MAISELLES, &c., via PORTS OF CALL	ANNAM	Fren. str.	2 m.	Seller	MESSAGERIES MARITIMES	On 18th inst. at 1 P.M.
REPMEN, via PORTS OF CALL	KLAUSCHOU	Ger. str.	2 m.	Lunesschloss	MELCHERS & CO.	On 13th inst. at Noon.
HAYRE, BREMEN & HAMBURG	SOOVIA	Ger. str.	2 m.	Foerck	HAMBURG-AMERIKA LINIE	On 16th inst.
HAYRE & HAMBURG	MARBURG	Ger. str.	2 m.	Zacharise	HAMBURG-AMERIKA LINIE	On 30th inst.
HAYRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Borek	HAMBURG-AMERIKA LINIE	On 14th December.
HAYRE & HAMBURG	SERBIA	Ger. str.	2 m.	Ammon	HAMBURG-AMERIKA LINIE	On 28th December.
HAYRE & HAMBURG	STRASSBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 6th January.
HAYRE & HAMBURG	SANBIA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 13th January.
TRIESTE via SINGAPORE, &c.	MAQUIN BACQUEHEM	Aus. str.	2 m.	Blafor	SANDER, WIEBER & CO.	On 19th inst. at Noon.
NEW YORK via PORTS & SUEZ CANAL	RICHMOND CASTLE	Brit. str.	2 m.	Doddwell & Co. Limited	DODWELL & CO. LIMITED	On or about 15th inst.
NEW YORK	CLAYDALE	Ger. str.	2 m.	G. W. Babot, R.N.R.	P. & O. S. N. Co.	On 8th inst.
NEW YORK via SUEZ CANAL	ADANA	Brit. str.	1 m.	G. W. Babot, R.N.R.	P. & O. S. N. Co.	On 8th inst.
VANCOUVER via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	E. Beetham, R.N.R.	CANADIAN PACIFIC R. CO.	On 20th inst. at Noon.
VANCOUVER via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 14th inst.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	CLAYDALE	Ger. str.	2 m.	J. Barker	DODWELL & CO. LIMITED	On 18th inst. at 4 P.M.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	ADANA	Brit. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	Quick despatch.
VICTORIA, B.C., SEATTLE & TACOMA	OSAPACK	Brit. str.	2 m.	J. Barker	DODWELL & CO. LIMITED	On or about 14th inst.
PORTLAND (OR.) via SHANGHAI, &c.	KNIGHT COMPANION	Brit. str.	2 m.	J. Barker	DODWELL & CO. LIMITED	On 1st December.
SAN DIEGO, &c., via MOJI, &c.	KVABVEN	Brit. str.	2 m.	Vaglier	BUTTERFIELD & SWIRE	On 10th inst.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	2 m.	McArthur	GIBB, LIVINGSTON & CO.	On 21st inst. at Noon.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 22nd inst. at 4 P.M.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	2 m.	Williamson, R.N.R.	DODWELL & CO. LIMITED	On 9th inst.
YOKOHAMA & KOBE	LENNON	Brit. str.	2 m.	J. B. Macmillan	NIPPON YUSEN KAISHA	On 8th inst. at Daylight.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 10th inst.
KOBE	KANAGAWA MARU	Jap. str.	2 m.	J. Macdonald	NIPPON YUSEN KAISHA	On 20th inst. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 22nd inst. at Noon.
NAGASAKI, KOBE & YOKOHAMA	KWEIYANG	Brit. str.	2 m.	Vaglier	BUTTERFIELD & SWIRE	On 8th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ERNEST SIMONS	Fren. str.	2 m.	Vaglier	BUTTERFIELD & SWIRE	On or about 5th inst.
SHANGHAI	WHAMPOA	Brit. str.	2 m.	F. J. Fox	P. & O. S. N. Co.	On or about 6th inst.
SHANGHAI	PEKIN	Brit. str.	2 m.	R. A. Peters	P. & O. S. N. Co.	On or about 9th inst.
SHANGHAI	BALABARAT	Brit. str.	2 m.	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 7th Dec.
SHANGHAI	JAVA	Brit. str.	2 m.	S. Atsumi	MITSUI BUSSAN KAISHA	On 13th inst.
POOCHOW DIRECT	ANPING MARU	Jap. str.	1 m.	K. Suzuki	MITSUI BUSSAN KAISHA	On 10th inst.
ANPING via SWATOW & AMOY	MAIDUO MARU	Jap. str.	1 m.	T. Ogata	MITSUI BUSSAN KAISHA	On 8th inst.
TAMSAI via SWATOW & AMOY	DAIFIN MARU	Jap. str.	1 m.	J. Rattenbury	SHEWAN, TOMES & CO.	On 12th inst. at 4 P.M.
LOILO & CEBU	KAIPOING	Brit. str.	2 m.	Kroble	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
MANILA via AMOY	DIAMANTE	Brit. str.	2 m.	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	On 8th inst. at Noon.
MANILA	SUSOKANG	Brit. str.	2 m.	T. Mural	NIPPON YUSEN KAISHA	On 13th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	BENLARIO	Brit. str.	2 m.	Brusca	CARLOWITZ & CO.	On 13th inst. at Noon.
SINGAPORE & BOMBAY	LAISANG	Brit. str.	2 m.			
BOMBAY via SINGAPORE & COLOMBO	MAZAGON	Brit. str.	2 m.			
BOMBAY via SINGAPORE & PENANG	HIROSHIMA MARU	Jap. str.	2 m.			
BOMBAY	DISAGNO	Ital. str.	2 m.			

## SHIPPING.

**ARRIVALS.**  
Nov. 4, HOHMA, French str., 500, M. Marlow, Pakhoi 31st October and Hoihow 3rd November, General.—A. R. Marty.  
Nov. 5, BLENHIM, British cruiser, 9,000, F. H. Henderson, Weihow 31st October.  
Nov. 5, JACOB DIERCKHSEN, German str., 623, Jurgensen, Haiphong 2nd November, General.—Jensen & Co.  
Nov. 5, JUSTIN, American freight, 1,402, Scott, Cavite 1st November.  
Nov. 5, LYSEMOON, German str., 1,238, Th. Lehmann, Shanghai 2nd Nov., General.—Schussen & Co.  
Nov. 5, SUNGKIANG, British str., 1,021, Moore, Manila 2nd Nov., General.—BUTTERFIELD & SWIRE.

## CLEARANCES.

**AT THE HARBOUR MASTER'S OFFICE.**  
5th November.  
Tysen, German str., for Canton.  
Meronthe, British str., for Shanghai.  
Thales, British str., for Swatow.  
Trym, Norwegian str., for Hoihow.  
Whampoa, British str., for Canton.  
Wingsung, British str., for Shanghai.  
**DEPARTURES.**  
5th November.  
BRINKBURN, British str., for Saigon.  
CHARTERHOUSE, British str., for Amoy.  
FUSHUN, British str., for Shanghai.  
KWAANG, British str., for Canton.  
KWANGFING, German str., for Canton.  
MERIONTHSHIRE, British str., for Shanghai.  
OBI, British str., for Nagasaki.  
WHAMPOA, British str., for Canton.

## VESSELS IN DOCK.

**KOWLOON DOCKS.**—Canton River, Eleono, H.M.S. Argonaut, H. J. Albrecht, Kwanfung, Tacoma, Hans Mowall, Loosok, Heungshan, Nanchow, P. C. C. Kiao.  
**COSMOPOLITAN DOCK.**—

## SHIPPING REPORTS.

The British steamer *Sungkiang*, from Manila 2nd Nov., had strong gale from N.E. and E.N.E. with mountainous sea.  
The French steamer *Hoihow*, from Pakhoi 31st Oct. and Hoihow 3rd Nov., had strong N.E. winds and rough sea.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—  
OSBERA, British bergue, Densmore.—ORDER.  
STATE OF MAINE, American ship, Colcord.—Standard Oil Co.  
W. H. CONNER, American ship, Colcord.—Standard Oil Co.

## VESSELS ON THE BERTH

**THE OSAKA SHOSHEN KAISHA, LIMITED.**

**FOR FOCHOW (DIRECT).**  
THE Company's Steamship

**"ANPING MARU."**  
Captain S. Atsumi, will be despatched for the above port TO-DAY, the 6th November, at Noon.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents,  
Hongkong, 4th November, 1901. [19]

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS-POSTE FRANÇAIS.

**FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.**  
THE Company's Steamship

**"ERNEST SIMONS."**  
Captain Vaglier, will be despatched for the above ports on or about the 5th November.

For Freight or Passage, apply to  
P. DE CHAMPMORIN,  
Acting Agent,  
Hongkong, 31st October, 1901. [2]

## VESSELS ON THE BERTH

**"BEN" LINE OF STEAMERS.**  
FOR SINGAPORE AND PENANG.

THE Steamship  
"BENLARIO."

Captain Kroble, will be despatched as above TO-MORROW, the 7th inst.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents,  
Hongkong, 1st November, 1901. [2785]

## SHEWAN TOMES &amp; CO.'S NEW YORK LINE.

FOR NEW YORK via SUEZ CANAL.

THE Steamship  
"ADANA."

will be despatched for the above port on FRIDAY, the 8th November, 1901.

To be followed by the Steamship  
"ASAMA."

on or about 15th December, 1901.

And by the Steamship  
"ACARA."

on or about 31st December, 1901.

For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents,  
Hongkong, 4th November, 1901. [2683]

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROE M. SLOMAN & CO., HAMBURG.)

## FOR NEW YORK.

THE full-powered Steamship  
"CLAYDALE."

will be despatched for the above port on the 8th November.

For Freight, apply to  
CARLOWITZ & CO.,  
Agents,  
Hongkong, 30th October, 1901. [2385]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship  
"LAISANG."

Captain Payne, will be despatched as above on SATURDAY, the 9th inst. at Noon.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers,  
Hongkong, 1st November, 1901. [2788]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, DEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship  
"COROMANDEL."

Captain E. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched for Bombay on SATURDAY, the 9th November, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
H. A. BITCHIE,  
Superintendent,  
Hongkong, 28th October, 1901. [1]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGOWIA	HAYRE, BREMEN & HAMBURG	On 16th Nov. Freight.
MARBURG	(Calling at Singapore and Penang)	On 30th Nov. Freight.
SUEVIA	HAYRE & HAMBURG	On 14th Dec. Freight.
SERBIA	(Calling at Singapore and Penang)	On 28th Dec. Freight.
NUERNBERG	HAYRE & HAMBURG	On 6th Jan. Freight.
AMMON	(Calling at Singapore and Penang)	1902
STRASSBURG	HAYRE & HAMBURG	On 13th Jan. Freight.
SAMBA	(Calling at Singapore and Penang)	1902
Capt. Schmidt	HAYRE & HAMBURG	On 28th Jan. Freight.

## HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

\* "TARTAR," 4,425 Tons. Comdr. E. Beetham, R.N.R. WEDNESDAY, 6th Nov. 1901  
\* "EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 20th Nov. 1901  
\* "ATHENIAN," 3,882 Tons. Capt. H. Mowat WEDNESDAY, 4th Dec. 1901  
\* "EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R. WEDNESDAY, 18th Dec. 1901  
\* "EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R. WEDNESDAY, 15th Jan. 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent to FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connections are made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CABS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

\* SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VAN COUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VAN COUVER in 14 days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
Pender's Street.  
Hongkong, 1st October, 1901. [16]

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU	KOBE and YOKOHAMA	FRIDAY, 8th November, at Daylight.
J. B. Macmillan	BOMBAY via SINGAPORE and COLOMBO	FRIDAY, 8th November, at Noon.
HIROSHIMA MARU	KOBE (DIRECT)	SUNDAY, 10th November, at Noon.
T. Mural	MARSEILLES, LONDON, and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 15th November, at Daylight.
KUMANO MARU	VICTORIA, B.C. and SEATTLE	MONDAY, 18th November, at 4 P.M.
E. W. Haswell	U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	WEDNES, 20th November, at Daylight.
KANAKURA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd November, at Noon.
H. Petersen	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 22nd November, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.  
Hongkong, 23rd October, 1901. [13]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI, PEKIN, TIENTSIN, YOKOHAMA, KOBE, AND YOKOHAMA.

SHANGHAI ..... { PEKIN ..... } About 8th } Freight only.  
LONDON, &c. .... { COROMANDEL ..... } Noon, 8th } See Special Advertisement.

SHANGHAI ..... { BALABARAT ..... } About 8th } Freight or Passage.  
R. A. Peters ..... } November

\* SINGAPORE and BOMBAY ..... { MAZAGON ..... } About 13th } Freight only.  
LONDON via MAR. .... { G. W. Cockman, R.N.R. } November

SEILLES ..... { G. W. Babot, R.N.R. } November } Freight only.  
SHANGHAI ..... { J. Barker ..... } About 7th } Freight or Passage.  
G. W. Gordon, R.N.R. } December

(Calling at Penang and Colombo if sufficient inducement offers).

PASSENGER SEASON 1902.  
For MARSEILLES, PLYMOUTH, and LONDON DIRECT ..... } ORIENTAL ..... 5,284 Tons ..... 29th March.  
Without Transshipment ..... } MALTA ..... 6,064 Tons ..... 12th April.

For Further Particulars, apply to  
H. A. BITCHIE,  
Superintendent.  
Hongkong, 26th October, 1901. [1]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.







